



Haryana Government Gazette

Published by Authority

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No. 44-2020] CHANDIGARH, TUESDAY, NOVEMBER 3, 2020 (KARTIKA 12, 1942 SAKA)

PART – I

Notifications, Orders and Declarations by Haryana Government

HARYANA GOVERNMENT

HARYANA PUBLIC WORKS DEPARTMENT (BUILDINGS AND ROADS)

Notification

The 27th October, 2020

No. 01/08/2020-B&R(W).— In supersession of the earlier notification dated 13.10.2020 issued *vide* No. 575-RII-19, 406-RII-20/Tech/Roads/21155/Guidelines for access permission /152824-152878/2020 by the Engineer-in-Chief PWD (B&R), the Governor of Haryana is pleased to issue new guidelines regarding setting up of the Roadside Fuel Stations in the State of Haryana on State Highways (SHs), Major District Roads (MDRs), Other District Roads (ODRs) & Village Road (VRs). Therefore, the following Norms/Guidelines are hereby notified for issuance of NOC by the concerned Executive Engineer for access, location & layout of Roadside Fuel Stations in the State of Haryana.

1. Norms and Guidelines

- 1.1 These following Guidelines/Norms shall be applicable for granting access permission to the Fuel Stations along all categories of State Roads i.e. SH/MDR/ODR/VR.
- 1.2 The term “Fuel Station” shall include Petroleum Retail Outlets, CNG/Gas Retail Outlets, Electric Vehicle (EV) Charging Stations, Bio Fuel Pumps, Wayside Amenities etc..
- 1.3 When the cross slope of the country is more than 25%, the terrain shall be classified as Hilly or Mountainous Terrain. Where SH/MDR/ODR/VR roads pass through a town of population of 20,000 and more (as per census, 2011), the stretch shall be categorized as urban stretches.

2.1 Norms on Existing Service Road/ Slip Road.

Irrespective of the terrain, no norms shall be applicable if the retail outlet is proposed on the existing service roads/ slip road. However, permission for retail outlet proposed on the existing service roads/ slip roads needs to be obtained from the concerned Executive Engineer PWD(B&R) to regulate other requirements such as drainage facilities, plot size, drinking water, toilet facilities, signs, marketing etc.

However, no access permission shall be granted for establishment of a retail outlet on the entry/ exit ramp of service/ slip road.

2.2 Location Norms on Rural Stretches of State Roads.

Sr. No.	Items	Norms Applicable		
		SH	MDR	ODR/VR
1.	Acceleration/ Deceleration lane	Need to construct 100m acceleration lane and 70m deceleration lane	Need to construct 100m acceleration lane and 70m deceleration lane	Need to construct 100m acceleration lane and 70m deceleration lane
2.	Distance of any intersection with any category of road and median gap	300m	240m	200m
3.	Any barrier including that of Toll Plaza and Railway Level Crossing	1000m	1000m	1000m
4.	Distance from the Start of approach road of Road Over Bridge (ROB)	200m	200m	200m
5.	Start of approach road of Grade Separator / flyover	300m	240m	200m
6.	Distance between two fuel stations	<p>Undivided carriage way 300m Divided Carriage way 1000m (*Including deceleration and acceleration lanes) However, this restriction shall not apply in case access/ egress for all such fuel stations are provided through common service road of 7.00m width and not directly to road. Further, access for fuel stations at closer proximity than above distance may be allowed provided entry / exit for both the Fuel Stations are provided through service road of 7.00m width having sufficient length, further, additional length of such service road shall be constructed at the cost of the latter fuel station owner/ company seeking grant of permission for access for the facility.</p>	<p>Undivided carriage way 300m Divided Carriage way 1000m (*Including deceleration and acceleration lanes) However, this restriction shall not apply in case access/ egress for all such fuel stations are provided through common service road of 5.50m width and not directly to road. Further, access for fuel stations at closer proximity than above distance may be allowed provided entry / exit for both the Fuel Stations are provided through service road of 5.50m width having sufficient length, further additional length of such service road shall be constructed at the cost of the latter fuel station owner/ company seeking grant of permission for access for the facility.</p>	<p>Undivided carriage way 300m Divided Carriage way 1000m (*Including deceleration and acceleration lanes) However, this restriction shall not apply in case access/ egress for all such fuel stations are provided through common service road of 3.66m width and not directly to road. Further, access for fuel stations at closer proximity than above distance may be allowed provided entry / exit for both the Fuel Stations are provided through service road of 3.66m width having sufficient length, further additional length of such service road shall be constructed at the cost of the latter fuel station owner/ company seeking grant of permission for access for the facility.</p>

2.3 Location Norms for Urban/ Mountainous stretches of State Roads.

Sr. No.	Items	Norms Applicable		
		SH	MDR	ODR/VR
1.	Acceleration / Deceleration lane	The deceleration and acceleration lanes may be dispensed with for the fuel station located along urban roads and roads in hilly and mountainous terrain.	The deceleration and acceleration lanes may be dispensed with for the fuel station located along urban roads and roads in hilly and mountainous terrain.	The deceleration and acceleration lanes may be dispensed with for the fuel station located along urban roads and roads in hilly and mountainous terrain.
2.	Intersection with any category of road and median Gap	100m	100m	100m
3.	Any barrier including that of Toll plaza and Railway Level Crossing	1000m	1000m	1000m
4.	Start of approach road of Road Over bridge (ROB)	200m	200m	200m
5.	Start of approach road of Grade Separator/ flyover	300m	240m	200m
6.	Distance between two fuel Stations	300m*- For both divided and undivided carriageway (including deceleration and acceleration lanes). However, this restriction shall not apply in case access/ egress for all such fuel stations are provided through common service road of 7.00m width and not directly to the road. Further, access for fuel stations at closer proximity than 300m maybe allowed provided entry/ exit for both the fuel Stations are provided through service road of 7.00m width having sufficient length, further, additional length of such service road shall be constructed at the cost of the latter fuel station owner/ company seeking grant of permission for access for the facility.	300m*- For both divided and undivided carriageway (including deceleration and acceleration lanes). However, this restriction shall not apply in case access/ egress for all such fuel stations are provided through common service road of 5.50m width and not directly to the road. Further, access for fuel stations at closer proximity than 300m maybe allowed provided entry/ exit for both the fuel Stations are provided through service road of 5.50m width having sufficient length, further, additional length of such service road shall be constructed at the cost of the latter fuel station owner/ company seeking grant of permission for access for the facility.	300m*- For both divided and undivided carriageway (including deceleration and acceleration lanes). However, this restriction shall not apply in case access/ egress for all such fuel stations are provided through common service road of 3.66m width and not directly to the road. Further, access for fuel stations at closer proximity than 300m maybe allowed provided entry/ exit for both the fuel Stations are provided through service road of 3.66m width having sufficient length, further, additional length of such service road shall be constructed at the cost of the latter fuel station owner/ company seeking grant of permission for access for the facility.

Notes:	<ul style="list-style-type: none"> a. All the dimensions are to be measured from the boundary of the Fuel Station. b. In case of distance from intersection with any category of road, the roads means paved carriageway (Bituminous/ Concrete/ Interlocking Concrete Block) of 3.0m width and having length of Minimum 300m and above irrespective category of road. c. The minimum distance between two fuel stations on both sides of the road is applicable for undivided carriageway. In case of divided carriageway, with no gap in medians, the distance restriction is for same side and is not applicable on the opposite side of the fuel Station. However, access for fuel stations at closer proximity may be allowed provided entry/ exit for both the Fuel Stations are provided through service road of sufficient length; further, additional length of such service road shall be constructed at the cost of the latter fuel station owner/ company seeking grant of permission for access for the facility. d. Distance between the Fuel Station and the structural barrier (i.e. toll plaza, railway level crossing, check barrier etc.) shall not apply if such barriers are located on service road only and are separated from the main carriageway. e. The gap in the Central Median shall be treated as Intersection.
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3. General Condition of Siting

- i. Rest areas should have various amenities for users e.g. fuel stations , places for parking, toilets, restaurants, rest room, kiosks for selling sundry items, bathing facilities, repair facilities, crèche etc. These aspects should be incorporated while planning for improvement and up-gradation of roads and/or planning for new fuel stations along the roads. The rest area complex may be planned subject to their commercial viability.
- ii. It should be ensured that the location of the proposed fuel station does not interfere with future improvement of the road and the nearby intersections/junctions.
- iii. The fuel stations would be located where the road alignment and profile are favourable, i.e. where the grounds are practically level, there are no sharp curves not less than those specified for minimum design speed or steep grades (more than 5%) and where sight distances would be adequate for safe traffic operations. The location should not interfere with the placement and proper functioning of roads signs, signals, lighting or other devices that may affect traffic operation.
- iv. If two or more fuel stations are to be sited in close proximity for some reasons these would be grouped together to have a common access through a service road of appropriate width as mentioned above and connected to the road through acceleration, deceleration lanes. Any objection from the existing fuel station owner against granting of access permission from road for the proposed new fuel station are to be overruled and access to all fuel stations in case of clustering, shall invariably be from the service road only. Wherever longer service road exists, which may itself act as deceleration/ acceleration lane, no separate deceleration/ acceleration lane is required. New entrant would be responsible for construction and maintenance of the common service road, deceleration & acceleration lanes, drainage and traffic control device. Wherever available ROW is inadequate to accommodate such service roads, deceleration/ acceleration lanes etc, the additional land by the side of ROW to accommodate such service roads shall be acquired by the new entrant Oil Company. The maintenance of the acceleration/deceleration lane/service road shall be done by the owner of the proposed fuel station at his own cost.

4. Plot size for Fuel Station

- i. The minimum size and shape of the plot for fuel station should primarily be laid down by the Company/ Establishment concerned, for which they would need to consider suitable accommodation of all the facilities e.g. fuel pumps, offices, stores, compressor room, air pump and kiosks etc. The concerned Executive Engineer PWD (B&R) steps in primarily keeping in view that no hindrance is caused to the movement of vehicles of expected maximum dimensions, within the fuel station and in the access area. Sufficient space would need to be available to accommodate the number of fuel pumps to cater to the expected number of vehicles in peak time at this location so that the vehicles do not spill over to the access area. The air pump and kiosks for pollution control measurements be installed at some distance from the fuel pumps so that the vehicles requiring these services do not cause hindrance to the free movement of vehicles entering or existing the fuel station.

- ii. Keeping the above considerations in view, the minimum size of the plot for a fuel station along SH/MDR/ODR/VR shall be as follows:-

Sr. No.		Frontage (In metre)	Depth (In Metre)
(i)	On Rural stretches in plain and rolling terrain	35	35
(ii)	On Urban stretches in plain and rolling terrain	30	30
(iii)	In hilly and mountainous terrain	20	20
Note:	The proposed plot of new fuel stations should be such that the minimum frontage is achieved within the minimum total area as stipulated above.		

- iii. For fuel station being part of the rest area complex, the area required for other facilities such as parking, restaurant, rest rooms, toilets, kiosks for selling sundry items, bathing facilities, repair facilities, shops etc. would be extra but there would be a single access/ egress.

5. Access for new fuel station along divided/ undivided carriageway sections

- i. The access to fuel station along divided/ un-divided carriageway for rural stretch SH/MDR/ODR/VR shall be through acceleration and deceleration lane. The acceleration and deceleration lane may be dispensed with for urban/ hilly and mountainous roads.
- ii. The deceleration lane would take-off from the edge of the paved shoulder taken up to the edge of the Right of Way (ROW) of SH/MDR/ODR/VR, beyond which, the boundary of fuel station shall start. Its minimum length would be 70 m measured along the travel direction of road. Its width would be minimum 3.66m/5.50m/ 7.00m width. The shoulder of 2.25 m would be provided towards the outer side of the access/ egress (i.e. on the side farthest from the carriageway) for this deceleration lane
- iii. The acceleration lane would take-off from the edge of the fuel station on exit side having minimum length of 100 m. Its width would be minimum 3.66m/5.50 m/ 7.00m width. Its starting stretch of 70 m length would be with a curvature of minimum radius of 650m and the remaining 30m length would be tapered so as to facilitate vehicles coming out of fuel station, merging with fast moving through traffic on main carriageway, in a safe and efficient manner. Wherever, available ROW is inadequate to accommodate the service roads and/ or deceleration/ acceleration lanes in plain and rolling terrain of non-urban stretches, the additional marginal land by the side of ROW to accommodate the deceleration/ acceleration lanes shall be acquired by the owner of the fuel station. In cases of widening in near future, the matter shall be dealt on case-to-case basis.
- iv. A separator island would be provided in front of the fuel station. The length of this separator island would be determined on the basis of the intersecting points of the edge line of the separator island with the line drawn along the edge of chevron marking, as indicated in Figures 1 and 2 for undivided carriageway and Figure 3 and 4 for divided carriageway, of these norms. Its shape for isolated fuel station would be as shown in Figure 1/ Figure 3 and that for the cluster of fuel stations with common service roads, as shown in Figure 2/ Figure 4. It would have minimum width of 3m. The width of approaches connecting deceleration and acceleration lanes, along the separator island should be 3.66m/5.50 m/7.00m width.
- v. There would be buffer strip from the edge of the ROW and would extend minimum 3m inside the fuel station plot. Its minimum length would be 12 m. In Urban/ hilly or mountainous areas, minimum length of buffer strip may be reduced to 5m keeping minimum width of opening at entry and exit to 7.5 m. No structure or hoarding except the approved standard identification sign on pole, would be permitted inside the buffer strip. The buffer strip as well as the separator island should be provided with kerb of minimum 275 mm height to prevent vehicles from crossing it or using it for parking purposes. The buffer strip in the approach zone should be suitably shaped or cover extra area in the approach zone after provision of acceleration, deceleration lane and connecting approaches and should be properly turfed for aesthetic landscaping.
- vi. The radius for turning curves would be 13 m and that for non-turning curves should be from 1.5 to 3 m, so as to check over speeding while entering or exiting the fuel station. Wherever, available ROW is inadequate, the additional marginal land by the side of ROW shall be acquired by the owner of fuel station to provide prescribed turning radius.

- vii. The pavement of the access roads including deceleration, acceleration lanes and connecting approaches would have sufficient design strength for the expected service lane traffic. It would have minimum pavement composition as per details given in following table:

Item	SH	MDR	ODR
GSB	150mm	150mm	150mm
WBM	225mm	225mm	150mm
BM	50mm	-	-
BC/PC	30mm	20mm+Seal Coat	20mm+Seal Coat

Interlocking Concrete Blocks as per IRC:SP-63 can also be considered.

- viii. The typical access layout for the new fuel station with relevant details for deceleration/ acceleration lanes connecting approaches, separator Island buffer strip, drainage, signs and marking on carriageway section of SH/MDR/ODR/VR would be as shown in Figure 1/ Figure 3 of these norms.
- ix. The typical access layout for cluster of fuel stations, with details for deceleration lane, service road and acceleration lane etc., would be as shown in figure 2/Figure 4 of these Norms.
- x. The typical layout for fuel station and signs and markings along SH/MDR/ODR/VR in Hilly/ Mountainous/Urban stretches is given in Figure 5.

6. Drainage

There shall be adequate drainage system on the access to the fuel station and inside its area so as to ensure that surface water does not flow over the road or any water logging takes place. For this Purpose, the fuel station and access area would be at least 300mm below the level at the edge of the shoulder on the road. The surface water from fuel station/facility and access road would need to be collected in a suitable underground drainage system (e.g. slab culvert with iron grating of adequate strength constructed in the approaches or any other method as per satisfaction of concerned Executive Engineer PWD (B&R) so as to ensure that surface water from fuel station/ facility does not flow on the road) and led away to a natural course/outfall sewer through culvert or led away to a water-recharging system specifically constructed by the owner/ management of the fuel station/facility in case lined drains of sufficient length upto a natural course/outfall sewer are not available. The applicant has to prepare separate detailed drawings indicating the drainage arrangement and to be submitted along with the application for permission.

7. Enforcement of Right of Way and building Line

While planning the layout for various facilities inside the fuel stations/establishments, it has to be ensured that fuel pumps are located beyond the building lines as prescribed in IRC:73, 'Geometric Design Standard for Rural (Non-Urban) Road ' or (as notified by the State Government) or 10m away from ROW boundary whichever is less. The fuel station office building etc., shall be located at a safe distances as prescribed by the Fire Department or other authorities. The buffer strip would extend minimum 3m inside the fuel station plot, beyond the available ROW. The future widening of the Road shall also be kept in view while setting up and preparing the layout plan of the proposed fuel station. The owner of the fuel station shall acquire additional land, if required , to accommodate access/ egress roads for fuel station , service roads, acceleration / deceleration lanes, etc.,

8. System for Signage's and Markings

- i. An adequate system for signs and marking would be provided at the location of fuel stations for the guidance of the road users. The pavement marking would be in the form of chevron at entry and exit locations, give way for the exit from the fuel station. Information signs for fuel station would be provided at 1km ahead, 500m ahead and at the entry point within ROW.
- ii. On undivided carriageway, additional signs for the regulation of entry and exit of the vehicular traffic should be provided on the separator island. Also, an informatory sign should be installed showing the distance of the nearest Fuel Station located in the direction of travel in order to avoid any need for right turnings for accessing the Fuel Station located on the opposite side. This sign should be installed at a location of about 200m ahead of the opposite side fuel station within the road ROW.
- iii. The pavement marking shall conform to IRC: 35, Code Practice for Road Marking and the Road Sign to IRC:67, 'Code Practice for Road Sign's and IRC:SP:55, 'Guidelines on safety in Road Construction Zones.'
- iv. These should be as per Section 801 and 803 of Ministry's Specifications for Road and Bridge Works, as updated from time to time.
- v. The system for signs and marking with their type and locations would be as shown in Figure 1, 2, 3, 4 & 5 for the chosen access layout.

9. Responsibilities of Oil Companies/Owners

- i. The Ministry of Petroleum and Natural Gas/Oil/Gas companies, while entertaining any application for the installation of a Fuel Station, would supply a copy of these norms to the applicant that he may assess his position to fulfill the requirements of these Norms. Ministry of Petroleum and Natural Gas/Oil & Gas Companies would ensure that the plot identified by the applicant conforms to the requirements of these norms in terms of its location access layout and signs and markings. It shall also be the responsibility of the applicant/owner of Fuel Station to provide the prescribed layout for access as given in **Fig.1/2/3/4/5**, as the case may be, while preparing the layout.
 - ii. After obtaining provincial permission for access, Oil Companies/Owners shall be responsible for the construction and maintenance of deceleration/acceleration lanes, service roads, channelizers, drainage arrangement, drinking water and toilet facilities, signs and markings in accordance with the approved layout and specifications confirming to these norms, at his own cost. The drinking water and toilet facilities shall be accessible to the public round the clock. In order to inform the public about these, a display board showing availability of such facilities shall be installed before the entry to the fuel station. On completion of the construction in accordance with checklist and confirming to the approvals, a Completion Certificate would be issued by the SDE in-charge of PWD (B&R) for getting approval of concerned Executive Engineer PWD(B&R). The concerned Oil Company would be allowed to energize the fuel station only after the final approval i.e. License Deed signed by the concerned Executive Engineer PWD(B&R).
 - iii. Inspection for determining the deviations from prescribed Norms shall be done at any time, even after signing of the License Deed, by the concerned Executive Engineer PWD(B&R). In cases of defaults/deviations found during inspections by concerned Executive Engineer PWD(B&R), each deficiency shall be immediately rectified, which in no case should exceed 60 days from the date of inspection and notification of such deficiencies to the owner. The failure to rectify the identified deficiencies within the prescribed time would lead to de-energizing the fuel station by the concerned Oil Company. The re-energizing would lead to de-energizing the fuel station by the concerned Oil Company. The re-energizing would be done only on complete rectification and on the authorization by concerned Executive Engineer PWD(B&R). The action against the oil companies shall also be taken if the rectification of the identified deficiencies has not been done within the prescribed timeline even after reminders to the oil companies.
 - iv. Access permission allowed to owner/management of fuel stations may in some cases lead to substantial vehicular/pedestrian traffic movements on the road/access so constructed/allowed. In such cases there may arise a need to construct a cross-over facility such as Underpass/Overpass/FOB/Service lane etc. for ensuring road safety. The cost of such cross-over facility etc. shall be borne by the owner/management fuel stations.
 - v. The owner/management of fuel stations is not bound to get the acceleration/deceleration lanes including other ancillary appurtenances constructed through the road authority or the contractor/concessionaire for the project in the particular stretch of road. It shall be the prerogative of the owner/management of fuel stations to construct the acceleration/deceleration lanes including other ancillary appurtenances wither through the concerned concessionaire/contractor in the project section at the cost of the owner/management of fuel stations or by themselves through other agency.
 - vi. The access roads including acceleration/deceleration lanes shall be constructed within the available ROW of road. However, in case of non-availability of adequate ROW for construction of these facilities, the owner/management of fuel stations shall acquire the required additional land at their cost for construction of such facilities.
 - vii. The toilet facility is to be provided as per the standard layout at Figure 6 demarking separately gents and ladies and duly equipped with lighting water and requisite cleaning accessories etc. The necessary alterations in the case of existing retail outlets may be done as felt necessary in accordance with the standard layout. A separate access to all road users of roadwith traffic signages of the availability of toilet facility along roadway may be provided and the toilets are kept open round the clock.
- 10.0 No relaxation in these Guidelines/Norms shall be permissible.
- 11.0 The maintenance of the acceleration/deceleration/service road shall be done by the owner of the proposed fuel station at his own cost.

ALOK NIGAM,
Additional Chief Secretary to Government Haryana,
Public Works Department (Building and Roads).